The Ohio Public Works Commission
65 East State Street, Suite 312, Columbus, Ohio 43215 Phone (614) 466-0880

OHIO PUBLIC WORKS FOR YOU

CB17B

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 7/93

IMPORTANT: **Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.**

SUBDIVISION: HAMILTON COUNTY CODE# 061-00061

DISTRICT NUMBER: 2 COUNTY: HAMILTON DATE 08/12/98

CONTACT: Joseph Cottrill PHONE # (513) 946-4257

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

PROJECT NAME: CHEVIOT ROAD REHABILITATION

SUBDIVISION TYPE
(Check only 1)
X 1. County
__2. City
__3. Township
__4. Village
__5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
__1. Grant $_____
X 2. Loan $1,935,000
__3. Loan Assistance $_____
MBE SET-ASIDE OFFERED
Construction $_____
Procurement $_____

PROJECT TYPE
(Check Largest Component)
X 1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST: $ 2,150,000.00 **FUNDING REQUESTED: $1,935,000.00**

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: $_____
LOAN: $1,935,000.00

LOAN ASSISTANCE: $_____
% 3 TERM: 5 yrs. (Attach Loan Supplement)

(Check Only 1)
X State Capital Improvement Program
___Local Transportation Improvements Program
___Small Government Program

DISTRICT MBE SET-ASIDE
Construction $_____
Procurement $_____

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation _____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____
Loan Term: _____ years
Maturity Date: _____
Date Approved: ___/___/___

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

				MBE $	Force Account $
a.)	Project Engineering Costs:				
	1.	Preliminary Engineering	$_____.00	_____	_____
	2.	Final Design	$_____.00	_____	_____
	3.	Other Engineer Services *	$_____.00	_____	_____
		Supervision	$_____.00		
		Miscellaneous	$_____.00		
b.)	Acquisition Expenses:				
	1. Land		$_____.00		
	2. Right-of-Way		$_____.00		
c.)	Construction Costs:		$ 2,150,000.00	_____	_____
d.)	Equipment Purchased Directly:		$_____.00	_____	_____
e.)	Other Direct Expenses:		$_____.00	_____	
f.)	Contingencies:		$_____.00		
g.)	**TOTAL ESTIMATED COSTS:**		$ 2,150,000.00		

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

				%
a.)	Local In-Kind Contributions	$_____.00		_____
b.)	Local Public Revenues	$ 215,000.00		10
c.)	Local Private Revenues	$_____.00		_____
d.)	Other Public Revenues			
	1. ODOT PID# _____	$_____.00		_____
	2. EPA/OWDA	$_____.00		_____
	3. OTHER	$_____.00		_____
SUB TOTAL LOCAL RESOURCES:			$ 215,000.00	10
e.)	OPWC Funds			
	1. Grant	$_____.00		_____
	2. Loan	$ 1,935,000.00		90
	3. Loan Assistance	$_____.00		_____
SUB TOTAL OPWC RESOURCES:			$ 1,935,000.00	90
f.)	**TOTAL FINANCIAL RESOURCES:**		$ 2,150,000.00	100%

*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Cheviot Road Improvements

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

a: SPECIFIC LOCATION:

The project is located on Cheviot Road and North Bend Road. The construction limits are as follows:

Cheviot Road:
From North Bend Road to 400' north of Tallahassee Drive.

North Bend Road:
From a point 600' south of Cheviot Road to Cheviot Road.

PROJECT ZIP CODE: 45247

b: PROJECT COMPONENTS:

1.) Remove existing pavement surface.
2.) Widen North Bend Road from 5 lanes (11' each) to 6 lanes (11' each).
3.) Widen Cheviot Road 8' to create 5 lanes (11' each).
4.) Widening on both roads to be concrete base with concrete curbs.
5.) Install underdrains.
6.) Replace existing sidewalks.
7.) Install retaining wall on Cheviot Road.
8.) Surface with asphalt concrete.
9.) Grading, seeding & mulching as necessary.
10) Water works items as necessary.
11) Pavement striping.
12) Traffic signals.

c: PHYSICAL DIMENSIONS / CHARACTERISTICS:

North Bend Road: Project length is 600 LF with a width of 55 feet
Cheviot Road: Project length is 1250 LF with a width of 36 feet

Please see the attached information sheet.

d: DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household.
Attach current rate ordinance.

ADT of Cheviot Road is 26,802. *Please see the attached documentation.*

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 25 Years.

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$ 1,806,000	84 %
State Funds Requested for Repair and Replacement	$ 1,625,400	80 %
TOTAL PORTION OF PROJECT NEW/EXPANSION	$ 344,000	16 %
State Funds Requested for New and Expansion	$ 309,600	80%

4.0 PROJECT SCHEDULE:*

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	01 / 02 / 94	08 / 31 / 97
4.2	**Bid Advertisement:**	05 / 01 / 99	05 / 20 / 99
4.3	**Construction:**	06 / 01 / 99	08 / 15 / 00

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st. of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE OFFICER: William W. Brayshaw, P.E., P.S.
TITLE: Hamilton County Engineer
STREET: 138 E. Court Street, Room 700
County Administration Building
CITY/ZIP: Cincinnati, OH 45202
PHONE: (513) 946 - 4287
FAX: (513) 946 - 4288

5.2 CHIEF FINANCIAL OFFICER: Dusty Rhodes
TITLE: Hamilton County Auditor
STREET: 138 E. Court Street, Room 700
County Administration Building
CITY/ZIP: Cincinnati, OH 45202
PHONE: (513) 946 - 4045
FAX: (513) 946 - 4288

5.3 PROJECT MANAGER: Tim Gilday, P.E., P.S.
TITLE: Planning & Design Engineer
STREET: 138 E. Court Street, Room 700
County Administration Building
CITY/ZIP: Cincinnati, OH 45202
PHONE: (513) 946 - 4261
FAX: (513) 946 - 4288

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

X A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and execute contracts. (Attach)

X A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. (Attach)

X A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. (Attach)

___A copy of the cooperation agreement(s) if this project involves more than one subdivision or district.(Attach)

X Capital Improvements Report: (Required by 164 O.R.C. on standard form)
___A: Attached.
X B: Report/Update Filed with the Commission within the last twelve months.

___Floodplain Management Permit: Required if project is in 100 year floodplain. See Instructions.

X Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination o the agreement and withdrawal of Ohio Public Works Commission funding of the project.

William W. Brayshaw, P.E., P.S., Hamilton County Engineer
Certifying Representative (Type or Print Name and Title)

William W. Brayshaw 9-17-97
Signature/Date Signed

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 632-8823 FAX (513) 723-6748

STATEMENT OF USEFUL LIFE

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the Cheviot Road Improvement project will have a useful life of at least 25 years.

CONSTRUCTION COSTS:

The opinion of Project Construction Costs is based on current unit price experience and is subject to adjustment upon completion of detailed plans and receipt of an acceptable proposal by a qualified contractor.

William W. Brayshaw

WILLIAM W. BRAYSHAW, P.E., - P.S.
HAMILTON COUNTY ENGINEER

PROJECT : CHEVIOT ROAD REHABILITATION AND WIDENING
ENG. EST.: $2,150,000.00

ROADWAY ITEMS

REF NO	ITEM NO.	DESCRIPTION	UNIT	QUANT	ENGINEER'S ESTIMATE UNIT	TOTAL
1	201	CLEARING & GRUBBING	LS	1	50000.00	$50,000.00
2	202	PIPE REMOVED	LF	25	10.00	$250.00
3	202	CURB REMOVED	LF	2750	2.00	$5,500.00
4	202	PAVEMENT REMOVED (DRIVES)	SY	1091	25.00	$27,275.00
5	202	CATCH BASIN REMOVED	EA	5	300.00	$1,500.00
6	202	CONCRETE WALK REMOVED	SF	10,366	1.00	$10,366.00
7	*203	EXCAVATION NOT INCL. EMBANKMENT	CY	2500	15.00	$37,500.00
8	*203	EMBANKMENT	CY	250	15.00	$3,750.00
9	203	SUBGRADE COMPACTION	SY	2932	1.50	$4,398.00
10	254	PAVEMENT PLANING (BITUMINOUS)	SY	3012	2.00	$6,024.00
11	*301	BITUMINOUS AGGREGATE BASE	CY	125	55.00	$6,875.00
12	*305	CONCRETE BASE, 9"	SY	2464	50.00	$123,200.00
13	*402	ASPHALT CONCRETE, AC-20	CY	125	60.00	$7,500.00
14	*404	ASPHALT CONCRETE, AC-20, AS PER PLAN	CY	620	65.00	$40,300.00
15	452	PPCCP, 7" (DRIVES)	SY	1328	25.00	$33,200.00
16	*503	UNCLASSIFIED EXCAVATION	CY	291	20.00	$5,820.00
17	509	EPOXY COATED REINF. STEEL, GRADE 60	LBS	3000	1.00	$3,000.00
18	511	CLASS C CONCRETE FOOTINGS	CY	33	300.00	$9,900.00
19	511	CLASS C CONCRETE WALLS	CY	36	250.00	$9,000.00
20	*518	POROUS BACKFILL	CY	52	50.00	$2,600.00
21	*603	12" CONDUIT, TYPE B, 706.02, CL. IV	LF	47	45.00	$2,115.00
22	*603	6" CONDUIT, PVC, TYPE E, PERF., 707.17	LF	288	25.00	$7,200.00
23	604	CATCH BASIN, CB-3	EA	5	1500.00	$7,500.00
24	604	MANHOLE ADJ. TO GRADE	EA	28	300.00	$8,400.00
25	*607	FENCE, TYPE CL	LF	80	25.00	$2,000.00
26	608	CURB RAMP, TYPE 2	EA	7	300.00	$2,100.00
27	608	CURB RAMP, AS PER PLAN	EA	3	500.00	$1,500.00
28	608	CURB RAMP, TYPE 1, MODIFIED	EA	1	350.00	$350.00
29	*608	CONCRETE WALK, 5"	SF	10,366	5.00	$51,830.00
30	*609	CONCRETE CURB, TYPE 6	LF	33	12.00	$396.00
31	*609	CONCRETE CURB, TYPE 2B MODIFIED	LF	2750	12.00	$33,000.00
32	614	MAINTAINING TRAFFIC	LS	1	202201.14	$202,201.14
33	614	TEMPORARY EDGE LINE, CLASS I	MI	1.17	2640.00	$3,088.80
34	614	TEMPORARY LANE LINE, CLASS I	MI	0.23	2640.00	$607.20
35	614	TEMPORARY CENTER LINE, CLASS I	MI	1.04	5280.00	$5,491.20
36	614	TEMPORARY CHANNELIZING LINE, CLASS I	LF	335	1.00	$335.00
37	614	TEMPORARY STOP LINE, CLASS I	LF	123	5.00	$615.00
38	614	TEMPORARY CROSSWALK LINE, CLASS I	LF	300	5.00	$1,500.00
39	614	TEMPORARY LANE ARROW, CLASS I	EA	40	50.00	$2,000.00
40	614	TEMPORARY WORD ON PVMNT., "ONLY", CL. I	EA	6	75.00	$450.00
41	614	TEMPORARY LANE LINE, CLASS II	MI	0.53	5280.00	$2,798.40
42	614	TEMPORARY CENTER LINE, CLASS II	MI	0.84	5280.00	$4,435.20
43	619	FIELD OFFICE	LS	1	25000.00	$25,000.00
44	623	CONSTRUCTION LAYOUT STAKES	LS	1	30000.00	$30,000.00
45	625	GROUND ROD	EA	3	50.00	$150.00
46	625	TRENCH	LF	36	5.00	$180.00
47	625	PULL BOX, 713.06, 18"	EA	2	500.00	$1,000.00
48	625	CONDUIT	LF	20	5.00	$100.00
49	630	SIGN HANGER ASSEMBLY, SPAN WIRE	EA	8	200.00	$1,600.00
50	630	SIGNS, FLAT SHEET, TYPE 6	SF	53	30.00	$1,590.00
51	630	SIGNS, FLAT SHEET	SF	139.5	25.00	$3,487.50
52	630	REMOVAL OF GR. MOUNT SUPPORT & DISPOS.	EA	46	10.00	$460.00
53	630	GROUND MOUNTED SIGN SUPPORT, #2 POST	LF	126.5	6.00	$759.00
54	630	GROUND MOUNTED SIGN SUPPORT, #3 POST	LF	212.5	6.00	$1,275.00
55	630	GROUND MOUNTED SIGN SUPPORT, #4 POST	LF	73	6.00	$438.00
56	632	VEHICULAR SIGNAL HEAD, 3 SECT., 12" LENS	EA	5	500.00	$2,500.00
57	632	VEHICULAR SIGNAL HEAD, 5 SECT., 12" LENS	EA	2	750.00	$1,500.00

PROJECT : CHEVIOT ROAD REHABILITATION AND WIDENING
ENG. EST.: $2,150,000.00

ROADWAY ITEMS

REF NO	ITEM NO.	DESCRIPTION	UNIT	QUANT	ENGINEER'S ESTIMATE UNIT	TOTAL
58	632	PEDESTRIAN SIGNAL HEAD, TYPE A2	EA	4	500.00	$2,000.00
59	632	LOOP DETECTOR UNIT	EA	4	1000.00	$4,000.00
60	632	LOOP DETECTOR PAVEMENT CUTTING	LF	435	10.00	$4,350.00
61	632	LOOP DETECTOR WIRE, TYPE E	LF	950	1.00	$950.00
62	632	LOOP DETECTOR LEAD IN CABLE	LF	20	1.50	$30.00
63	632	PEDESTRIAN PUSH BUTTON	EA	2	125.00	$250.00
64	632	SIGNAL CABLE, 7 CONDUCTOR, #14 AWG	LF	285	2.00	$570.00
65	632	SIGNAL CABLE, 5 CONDUCTOR, #14 AWG	LF	481	2.00	$962.00
66	632	CABLE SUPPORT ASSEMBLY	EA	3	50.00	$150.00
67	632	STRAIN POLE, TYPE TC-81.10, DESIGN 2	EA	1	2500.00	$2,500.00
68	632	STRAIN POLE, TYPE TC-81.10, DESIGN 5	EA	1	2500.00	$2,500.00
69	632	STRAIN POLE, TYPE TC-81.10, DESIGN 7	E	1	2500.00	$2,500.00
70	632	CONCRETE FOR ANCHOR BASE FOUNDATION	CY	6.3	600.00	$3,780.00
71	632	MESSENGER WIRE, 7 STRAND, 3/8" DIA. W/ACC.	LF	374	5.00	$1,870.00
72	632	POWER SERVICE	EA	1	1000.00	$1,000.00
73	632	COVERING OF VEHICULAR SIGNAL HEAD	EA	7	50.00	$350.00
74	633	CONTROLLER	EA	1	10000.00	$10,000.00
75	633	CONTROLLER WORK PAD	SY	2.7	25.00	$67.50
76	642	EDGE LINE, TYPE 2	MI	0.92	1745.00	$1,605.40
77	642	LANE LINE, TYPE 2	MI	0.53	1162.00	$615.86
78	642	CENTER LINE, TYPE 2	MI	0.84	7920.00	$6,652.80
79	642	CHANNELIZING LINE, TYPE 2	LF	630	1.00	$630.00
80	644	STOP LINE	LF	123	6.00	$738.00
81	644	CROSSWALK LINE	LF	300	5.00	$1,500.00
82	644	LANE ARROW	EA	46	100.00	$4,600.00
83	644	WORD ON PAVEMENT, "ONLY", 72"	EA	9	125.00	$1,125.00
84	*659	SEEDING & MULCHING	SY	300	3.00	$900.00
85	814	VALVE ADJ. TO GRADE	EA	25	200.00	$5,000.00
86	814	FIRE HYDRANT RELOCATED	EA	2	500.00	$1,000.00
87	SPL	WOOD POLES TO BE RELOCATED	EA	16	1000.00	$16,000.00
88	SPL	METAL POLE TO BE RELOCATED	EA	4	1000.00	$4,000.00
89	SPL	ADJ. FIRE HYDRANT, LEAD IN TO GRADE	EA	1	500.00	$500.00
90	SPL	ELECTRIC MANHOLE ADJ. TO GRADE	EA	1	500.00	$500.00
91	SPL	WATER CHAMBER ADJ. TO GRADE	EA	2	500.00	$1,000.00
92	SPL	DRIVEWAY ADJUSTMENTS	SF	50	100.00	$5,000.00
93	SPL	REMOVE EX CONCRETE FOUNDATION	LS	1	8123.00	$8,123.00
94	SPL	SAWCUT AND REMOVE RETAINING WALL	LS	1	10900.00	$10,900.00
95	SPL	ANCHOR WINDSOR STONE RETAINING WALL	SF	140	75.00	$10,500.00
96	SPL	CONCRETE WALK REPAIR	SF	10	100.00	$1,000.00
97	SPL	CONCRETE CURB REPAIR	LF	10	75.00	$750.00
98	SPL	CINCINNATI WATER WORKS ITEMS	LS	1	1,000,000	$1,000,000.00
99	SPL	TRAFFIC SIGNALS	LS	1	40,000	$40,000.00
		SUBTOTAL ROADWAY ITEMS				$1,958,380.00
		SUPPLEMENTAL ITEMS				
100	*203	EXCAVATION NOT INCL. EMBANKMENT	CY	500	15.00	$7,500.00
101	*203	EMBANKMENT	CY	100	15.00	$1,500.00
102	*301	BITUMINOUS AGGREGATE BASE	CY	50	55.00	$2,750.00
103	*305	CONCRETE BASE, 9"	SY	300	50.00	$15,000.00
104	*402	ASPHALT CONCRETE, AC-20	CY	100	60.00	$6,000.00
105	*404	ASPHALT CONCRETE, AC-20, AS PER PLAN	CY	200	65.00	$13,000.00
106	*503	UNCLASSIFIED EXCAVATION	CY	25	20.00	$500.00
107	*518	POROUS BACKFILL	CY	10	50.00	$500.00
108	*603	12" CONDUIT, TYPE B, 706.02, CL. IV	LF	10	45.00	$450.00
109	*603	6" CONDUIT, PVC, TYPE E, PERF., 707.17	LF	20	25.00	$500.00
110	*607	FENCE, TYPE CL	LF	10	25.00	$250.00
111	*608	CONCRETE WALK, 5"	SF	1200	5.00	$6,000.00
112	*609	CONCRETE CURB, TYPE 6	LF	10	12.00	$120.00
113	*609	CONCRETE CURB, TYPE 2B MODIFIED	LF	200	12.00	$2,400.00
114	*659	SEEDING & MULCHING	SY	50	3.00	$150.00
99	SPL	ADDITIONAL CONTINGENCY ITEMS	LS	1	135000.00	$135,000.00
		SUBTOTAL SUPPLEMENTAL ITEMS				$191,620.00
		TOTAL FOR PROJECT =				$2,150,000.00

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 632-8523 FAX (513) 723-6748

September 20, 1997

STATUS OF FUNDS REPORT

Project: Cheviot Road Improvement

This is to certify that the sum of $215,000.00 is available as the local matching funds in connection with the application for State Capital Improvement Funds for the above mentioned project.

The source of the local match will be Hamilton County Funds. Local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.

Chief Executive Officer: William W. Brayshaw

WILLIAM W. BRAYSHAW, P.E.-P.S.
HAMILTON COUNTY ENGINEER

Chief Financial Officer: Dusty Rhodes

DUSTY RHODES
HAMILTON COUNTY AUDITOR

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER
700 COUNTY ADMINISTRATION BUILDING
138 EAST COURT STREET
CINCINNATI, OHIO 45202-1232
PHONE (513) 946-4250 FAX (513) 946-4288

August 12, 1998

LOAN REPAYMENT

Project: Cheviot Road Rehabilitation

This is to certify that the loan for the above mentioned project will be repaid from the Road & Bridge Fund.

Chief Executive Officer: _____
WILLIAM W. BRAYSHAW, P.E.-P.S.
HAMILTON COUNTY ENGINEER

Chief Financial Officer: _____
DUSTY RHODES
HAMILTON COUNTY AUDITOR

GREEN TWP
PROJECT SITE
Monfort Hgts.
White Oak
Mt. Airy
MT AIRY FOREST
CHEVIOT
Bridgetown
Westwood
Northwest Fairmont
Cheviot City Hall
N. College Hill City Hall
DICKINSON CONNECTION
EXIT 14
EXIT 17
27
52
GALBRAITH
BANNING
JESSUP
HANLEY
HUBBLE
COLERAIN
KIRBY
BELMONT
NORTH BEND
WEST FORK
KLEEMAN
DIEHL
REEMELIN
WESTWOOD
HARRISON
GLENWAY
NORTHERN
MONTANA
WERK
QUEEN
BALTIMORE
RACE
SECTION
SCHOOL
LIVINGSTON
WEISS
BEERMAN
SHEED
VOGEL
CHEVIOT
PIPPIN
SIMPSON
BETTS
KIPLING
BLUE ROCK
SHEPHERD CREEK
LAWRENCE
1. LEGROVE DR
2. MELLOWBROOK DR
1. HILLARY DR
2. FAITH CT

RESOLUTION

APPOINTING WILLIAM W. BRAYSHAW, P.E., P.S., HAMILTON COUNTY ENGINEER, AS CHIEF EXECUTIVE OFFICER OF HAMILTON COUNTY FOR PURPOSES OF APPLYING FOR INFRASTRUCTURE FUNDING

BY THE BOARD:

WHEREAS, the State Capital Improvement Program and Local Transportation Improvement Program provide for infrastructure funding; and

WHEREAS, the District 2 Integrating Committee is accepting applications for projects within Hamilton County, the State of Ohio; and

WHEREAS, Hamilton County is applying for infrastructure repair and replacement projects; and

WHEREAS, the Ohio Public Works Commission requires that a Chief Executive Officer be appointed;

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Hamilton County, Ohio, that William W. Brayshaw be appointed to the position of Chief Executive Officer for the Political Subdivision of Hamilton County for the purpose of applying for infrastructure funding and to execute such agreements with the Ohio Public Works Commission.

ADOPTED at a regularly adjourned meeting of the Board of County Commissioners of Hamilton County, Ohio, this 28th day of August, 1996.

Mr. Bedinghaus AYE Mr. Dowlin AYE Mr. Guckenberger AYE

CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcript of a resolution adopted by the Board of County Commissioners in session the 28th day of August, 1996.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of the Office of the Board of County Commissioners of Hamilton County, Ohio, this 28th day of August, 1996.

Jacqueline Panioto, Clerk
Board of County Commissioners
Hamilton County, Ohio

ACCIDENT EVALUATION

TBH 09/17/96

North Bend Road
Corridor

Location	ADT	Accidents	Accidents / Million Vehicles	Year
North Bend Rd. and Cheviot Road Intersection	38327	10	0.7	1995
	42029	19	1.2	1994
	40178	14.5	1	Ave. 94 and 95

Comments: The accident rate approximates the typical rate of 1.0 accidents per million vehicles entering an intersection over the past 2 years.

HCM: SIGNALIZED INTERSECTION SUMMARY 09-17-1996
Center For Microcomputers In Transportation

Streets: (E-W) North Bend Road (N-S) Cheviot Road
Analyst: TBH File Name: NBCTETPG.HC9
Area Type: Other 9-17-96 PM Peak
Comment: Existing Traffic and Proposed Geometrics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes				2		1		2	1	1	2	
Volumes				751		100		1062	618	16	797	
Lane Width				11.0		11.0		11.0	11.0	11.0	11.0	
RTOR Vols						0			0			0

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru *			
Right					Right *			
Peds					Peds			
WB Left		*			SB Left *			
Thru		*			Thru *			
Right		*			Right			
Peds					Peds			
NB Right		*			EB Right			
SB Right					WB Right			
Green		39.0P			Green 80.0P			
Yellow/A-R		4.0			Yellow/A- 5.0			
Lost Time		3.0			Lost Time 3.0			

Cycle Length: 128.0 secsPhase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
B	L	1038	3323	0.80	0.31	34.0	D	32.9	D
	R	477	1527	0.23	0.31	24.8	C		
B	T	2302	3594	0.54	0.64	9.8	B	6.4	B
	R	1527	1527	0.45	1.00	0.1	A		
B	L	56	88	0.32	0.64	9.0	B	8.6	B
	T	2302	3594	0.40	0.64	8.5	B		

Intersection Delay = 13.5 sec/veh Intersection LOS = B

ost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.625

HCM: SIGNALIZED INTERSECTION SUMMARY 09-17-1996
Center For Microcomputers In Transportation

Streets: (E-W) North Bend Road (N-S) Cheviot Road
Analyst: TBH File Name: NBCTETEG.HC9
Area Type: Other 9-17-96 PM Peak
Comment: Existing Traffic and Existing Geometrics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes				2		1		1	1	1	2	
Volumes				751		100		1062	618	16	797	
Lane Width				11.0		11.0		11.0	11.0	11.0	11.0	
RTOR Vols						0			0			0

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru *			
Right					Right *			
Peds					Peds			
WB Left	*				SB Left *			
Thru	*				Thru *			
Right	*				Right			
Peds					Peds			
NB Right	*				EB Right			
SB Right					WB Right			
Green	39.0P				Green 80.0P			
Yellow/A-R	4.0				Yellow/A- 5.0			
Lost Time	3.0				Lost Time 3.0			

Cycle Length: 128.0 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	1038	3323	0.80	0.31	34.0	D	32.9	D
	R	477	1527	0.23	0.31	24.8	C		
WB	T	1151	1797	1.03	0.64	45.0	E	28.5	D
	R	1527	1527	0.45	1.00	0.1	A		
NB	L	56	88	0.32	0.64	9.0	B	8.6	B
	T	2302	3594	0.40	0.64	8.5	B		

Intersection Delay = 24.6 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.952

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 632-8520 FAX (513) 723-9748

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the Cheviot Road Improvement project application are a true and accurate count done by the Hamilton County Engineer's Office, Traffic Division.

William W. Brayshaw

WILLIAM W. BRAYSHAW, P.E.- P.S.
HAMILTON COUNTY ENGINEER

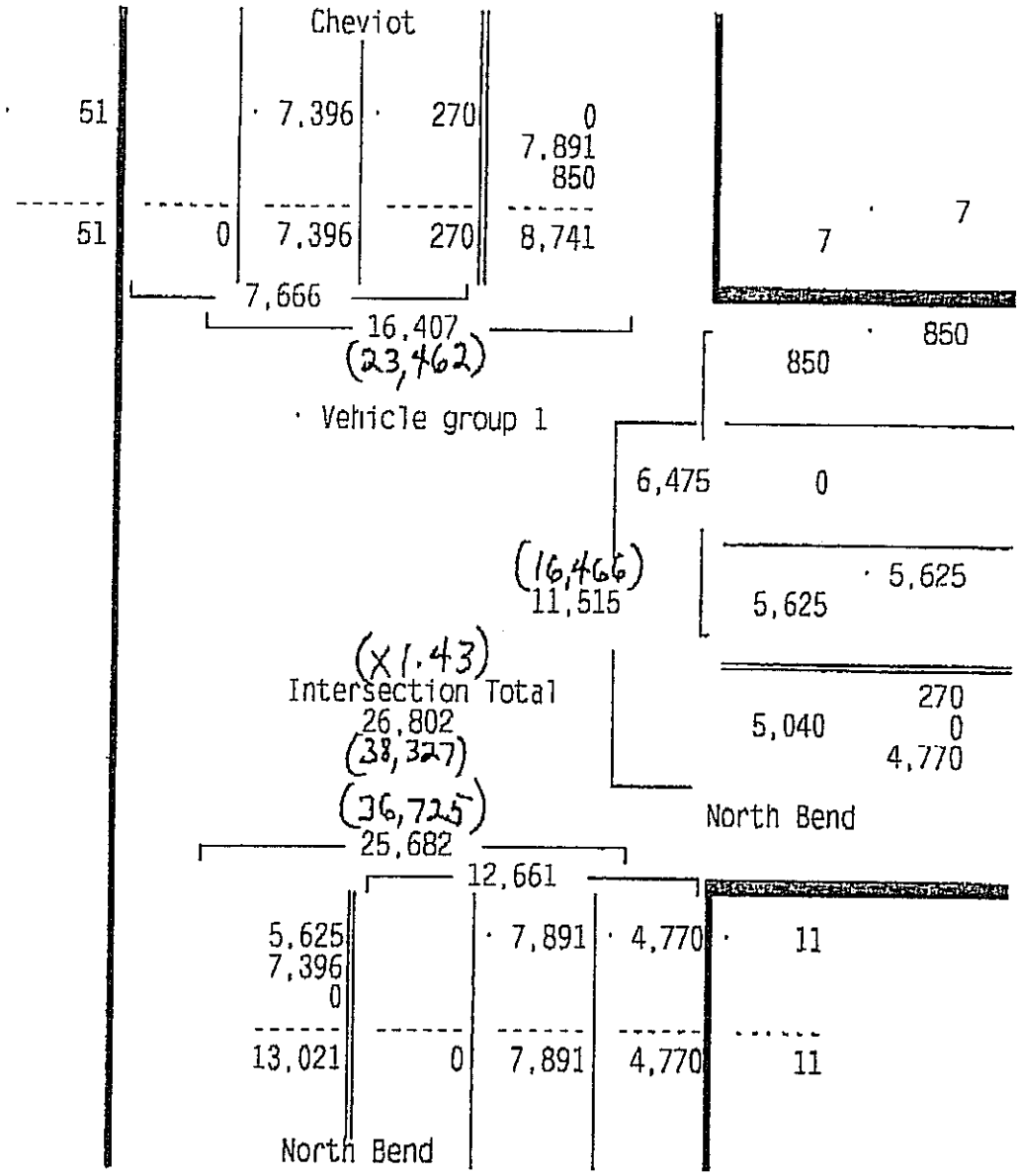
William W. Braysbaw, P.E.-P.S.
Hamilton County Engineer
Traffic Department

nship : Green
ather : Clear Hot
nted by: D. Schultian
hine # : 2

Site Code : 00000000
Start Date: 08/18/95
File I.D. : CHEVTHR3
Page : 1

Vehicle group 1

	Cheviot Southbound		North Bend Westbound		North Bend Northbound		
	Left	Thru	Left	Right	Thru	Right	Total
e 08/18/95							



ADT = 26,802

nship : Green
ther : Clear Hot
nted by: D. Schultian
hine # : 2

William W. Brayshaw, P.E.-P.S.
Hamilton County Engineer

Traffic Department

Site Code : 00000000
Start Date: 08/18/95
File I.D. : CHEVTHB3
Page : 1

Vehicle group 1

	Cheviot Southbound		North Bend Westbound		North Bend Northbound		
	Left	Thru	Left	Right	Thru	Right	Total
08/18/95							
0	0	89	33	3	41	47	213
5	1	113	51	1	51	58	275
0	1	170	70	8	74	64	387
5	1	128	63	7	99	98	396
otal	3	500	217	19	265	267	1271
0	2	82	30	2	41	46	203
5	0	136	40	4	68	68	316
0	1	221	91	12	107	81	513
5	0	108	27	3	69	49	256
otal	3	547	188	21	285	244	1288
0	1	48	46	2	24	29	150
5	1	66	46	1	42	40	196
0	2	128	57	7	82	58	334
5	2	130	90	16	145	77	460
otal	6	372	239	26	293	204	1140
)	2	130	83	6	77	57	355
5	8	140	101	11	125	51	436
)	4	122	94	13	140	83	456
5	5	129	100	12	154	90	490
otal	19	521	378	42	496	281	1737
	9	126	113	19	115	88	470
	10	142	120	21	158	94	545
	8	151	116	25	160	116	576
	11	158	122	21	160	98	570
tal	38	577	471	86	593	396	2161
	7	171	127	25	154	108	592
	14	146	133	17	207	113	630
	6	172	129	20	187	104	618
	10	184	136	20	208	100	658
tal	37	673	525	82	756	425	2498
	13	180	142	23	214	78	650
	8	166	144	28	178	108	632
	9	177	118	25	216	131	676
	6	161	137	22	229	136	691
tal	36	684	541	98	837	453	2649

nship : Green
ther : Clear Hot
nted by: D. Schultian
hine # : 2

William W. Brayshaw, P.E.-P.S.
Hamilton County Engineer

-Traffic Department

Site Code : 00000000
Start Date: 08/18/95
File I.D. : CHEVTHB3
Page : 2

Vehicle group 1

	Cheviot Southbound		North Bend Westbound		North Bend Northbound		
	Left	Thru	Left	Right	Thru	Right	Total
e 08/18/95							
00	8	139	112	21	167	87	534
15	11	150	126	17	185	120	609
30	13	168	136	23	179	125	644
45	9	149	137	31	182	110	618
Total	41	606	511	92	713	442	2405
00	12	161	121	24	183	106	607
15	9	164	143	14	189	108	627
30	7	184	91	21	185	96	584
45	12	158	125	24	216	119	654
Total	40	667	480	83	773	429	2472
00	10	164	150	23	208	109	664
15	4	168	140	18	186	122	638
30	6	172	146	23	200	107	654
45	1	181	156	32	237	132	739
otal	21	685	592	96	831	470	2695
00	3	187	188	26	222	122	748
15	1	195	183	21	290	152	842
30	5	190	191	34	209	120	749
45	1	195	170	24	266	147	803
otal	10	767	732	105	987	541	3142
00	5	189	241	35	245	145	860
15	1	196	171	22	285	143	818
30	4	188	183	20	270	160	825
45	6	224	156	23	262	170	841
otal	16	797	751	100	1062	618	3344
AL*	270	7396	5625	850	7891	4770	26802

END

INVENTORY REPORT

Site Name : HAMILTON COUNTY ENGINEER
Database Name : E:HAMCO Report Date: JUL/25/1996

Network ID: All
Branch Number: 299 196 073
Section Number: All
Branch Use: All
Surface Type: All
Pavement Rank: All
Zone: All
Section Category: All
Section Area: All

[---Branch---]		[----------Section----------]						
Network	Num	Use	Num/Cat/	Family	/Zone/Rank/Type/		Length(LF) /	Area(SF)
NONE	073	ROADWAY A	/ D	/DEFAULT	/GR / P	/APC/	5701.00/	205836.00
		FROM: NORTH BEND			TO: GREEN/COLERAIN TL 5701			
		B	/ M	/DEFAULT	/COLE/ P	/APC /	2000.00/	74370.00
		FROM: GREEN/COLERAIN TL 5701			TO: BLUE ROCK (P) BGN DL 7787			
		C	/ N	/DEFAULT	/COLE/ P	/APC /	2265.00/	81540.00
		FROM: BLUE ROCK (L) END DL 8908			TO: GALBRAITH 11173			
		D	/ J	/DEFAULT	/COLE/ P	/APC /	5427.00/	173664.00
		FROM: GALBRAITH 11173			TO: POOLE 16600			
SHEVIOT					AREA OF SELECTED SECTIONS:			534810.00
NONE	196	ROADWAY A	/ H	/DEFAULT	/DEL / S	/AAC/	539.00/	16170.00
		FROM: DEAD END			9501 TO: BENDER (L) 539			
		B	/ J	/DEFAULT	/DEL / S	/APC /	7166.00/	214980.00
		FROM: BENDER (L) 539			9501 TO: ANDERSON FERRY 7705			
		C	/ N	/DEFAULT	/DEL / P	/APC /	3626.00/	203056.00
		FROM: ANDERSON FERRY 7705			TO: GREENWELL 11331			
		D	/ I	/DEFAULT	/DEL / S	/APC /	7843.00/	219604.00
		FROM: GREENWELL 11331			TO: CINCINNATI CORP 19174			
SELHI					AREA OF SELECTED SECTIONS:			653810.00
NONE	299	OTHER A	/ M	/DEFAULT	/SYM / S	/AC /	1482.00/	29640.00
		FROM: INDIAN HILL NCL 11064			TO: SR 126 12546			
		B	/ Q	/DEFAULT	/SYM / S	/AAC /	8049.00/	193176.00
		FROM: SR 126 12546			TO: PAVEMENT CHANGE 20595			
		C	/ Q	/DEFAULT	/SYM / P	/AAC /	4045.00/	242700.00

CHEVIOT

Section Prediction Report

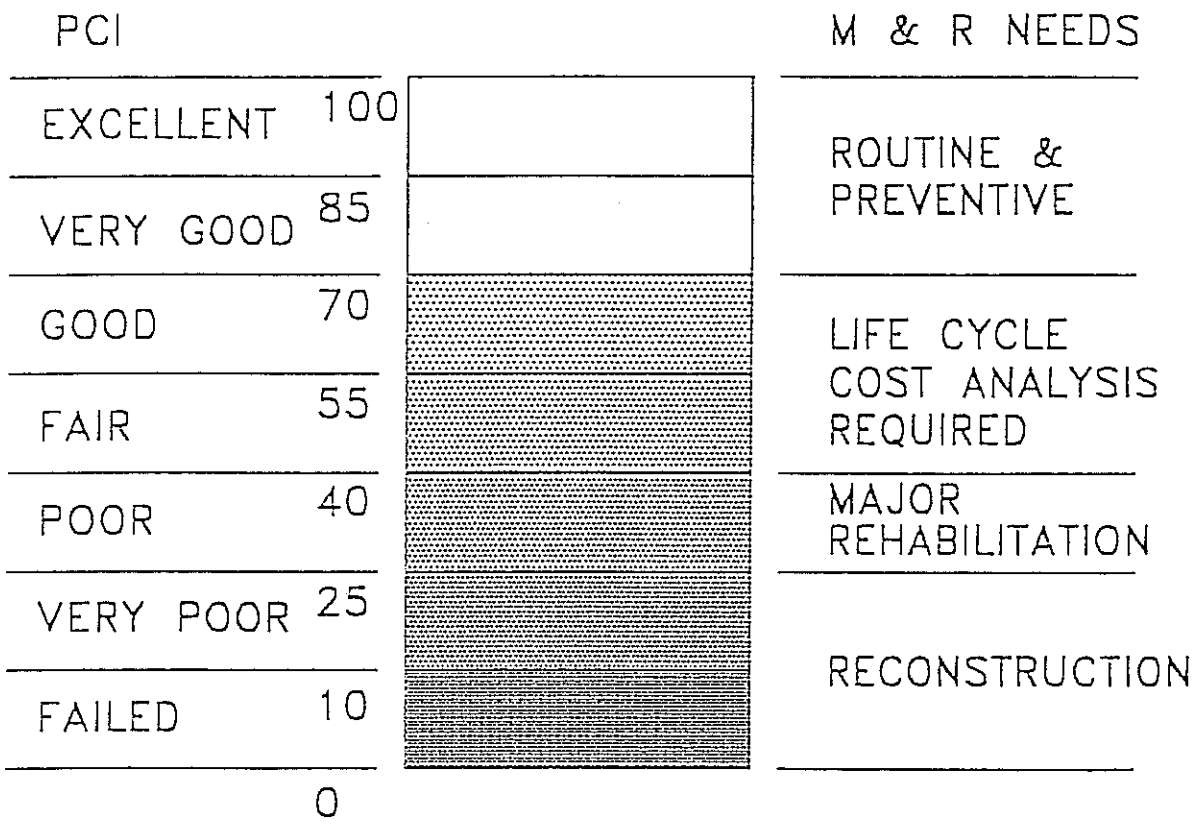
Report Date: JUL/25/1996

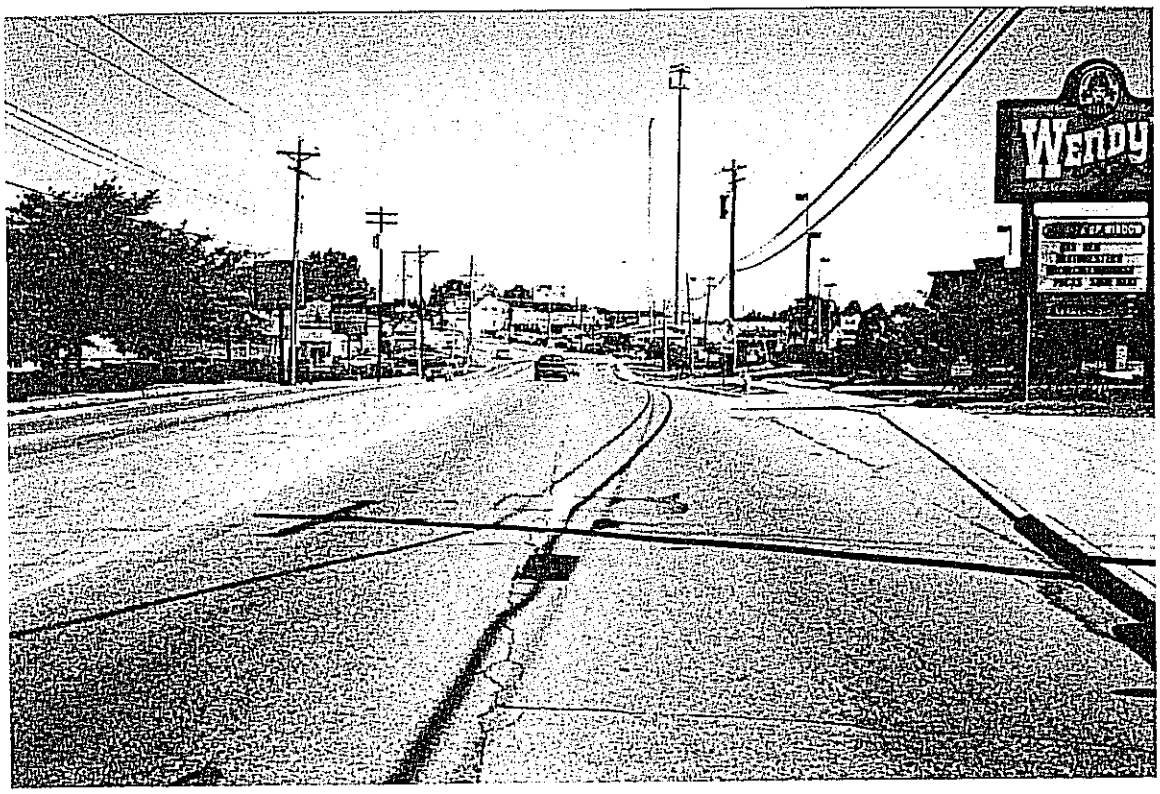
Network: NONE Branch Number: 073 Section Number: A Family Name: DEMOAC

Last Inspection Date:	APR/21/1994	Age:	13.971	PCI:	50
Projection Date :	SEP/31/1996	Age:	16.388	PCI:	36
Projection Date :	SEP/31/1997	Age:	17.388	PCI:	31
Projection Date :	SEP/31/1998	Age:	18.388	PCI:	26
Projection Date :	SEP/31/1999	Age:	19.388	PCI:	21
Projection Date	SEP/31/2000	Age:	20.388	PCI:	17

- SEE ATTACHED SCALE

PCI RATING SCALE




Wendy


STORAGE

ADDITIONAL SUPPORT INFORMATION

For Program Year 1998 (July 1, 1999 through June 30, 1999), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____ Poor __X__
Fair _____ Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

The deficiency of the existing facility is an inadequate number of turn lanes at North Bend Road intersection, substandard curve design, and poor drainage structures. An additional lane is necessary to handle to traffic flow in the area. New drainage structures are needed to carry the additional water from the developed area.

2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1997) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

__4__ weeks/months (Circle one)

Are preliminary plans or engineering completed? Yes No

Are detailed construction plans completed? Yes No

Are all right-of-way and easements acquired?* Yes No N/A

*Please answer the following if applicable:

No. of parcels needed for project: __30__ Of these, how many are Takes __0__, Temporary __21__, Permanent __9__

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed? Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. __6__ weeks/months

3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

* Safety and welfare are both addressed as the future traffic demands of the area will continue to grow, and the additional lanes on North Bend Road are needed. The need for emergency vehicles to have access to the area will be an ever increasing problem as more people use the area as it develops.

4) What type of funds are to be utilized for the local share for this project?

Federal _____ ODOT _____ Local __X__

MRF _____ OWDA _____ CDBG _____

Other _____

Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1997 for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

__10__ %

5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban _____ No Ban __X__

Will the ban be removed after the project is completed?

Yes _____ No _____

6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = 26,802 x 1.2 = 32,162 users per day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. NOTE: DOCUMENTATION MUST BE PROVIDED FOR COUNTS OF 4,000 ADT AND ABOVE, AND HAVE THE DOCUMENTATION CERTIFIED BY EITHER A LICENSED ENGINEER OR THE C.E.O. OF THE SUBDIVISION.

7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., chapter 164?

Yes X No _____

8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Cheviot Road connects North Bend Road to Poole Road, which ties directly into Colerain Avenue. Colerain High School faces on Cheviot Road. There are numerous retail areas on Cheviot Road, including a major retail outlet at the intersection with North Bend Road, which also is a direct connector to I-74.

9) For expansion projects, please provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS D Proposed LOS B

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

See the attached information.

SCIP/LTIP PROGRAM
ROUND 12 - PROGRAM YEAR 1998
PROJECT SELECTION CRITERIA
JULY 1, 1998 TO JUNE 30, 1999

JURISDICTION/AGENCY: Hamilton County

NAME OF PROJECT: Schmidt Road Improvements

PRELIMINARY SCORE FOR THIS PROJECT: 56

FINAL SCORE FOR THIS PROJECT: _____

RATING TEAM: 3

POINTS

1) If *SCIP/LTIP* funds are granted, when would the construction contract be awarded? (See Addendum for definition of delinquency) 10

10 Points - Will be under contract by end of 1998 and no delinquent projects in Rounds 9 & 10.

5 Points - Will be under contract by March 30, 1999 and/or jurisdiction has had one delinquent project in Rounds 9 & 10.

0 Points - Will not be under contract by March 30, 1999 and/or jurisdiction has had more than one delinquent project in Rounds 9 & 10.

2) What is the physical condition of the existing infrastructure to be replaced or repaired? (See Addendum for definitions)

17

(questionable, some joints, standard rehab required)

25 Points - Failed
23 Points - Critical
20 Points - Very Poor
17 Points - Poor
15 Points - Moderately Poor
10 Points - Moderately Fair
5 Points - Fair Condition
0 Points - Good or Better

NOTE: If the infrastructure is in "good" or better condition, it will *NOT* be considered for *SCIP/LTIP* funding unless it is an expansion project that will improve serviceability.

3) If the project is built, what will be its effect on the facility's serviceability? Documentation is required.

5

5 Points - Project design is for future demand.
4 Points - Project design is for partial future demand.
3 Points - Project design is for current demand.
2 Points - Project design is for minimal increase in capacity.
1 Point - Project design is for no increase in capacity.

LOS D→B

3

4) How important is the project to *HEALTH, SAFETY, AND WELFARE* of the public and the citizens of the District and/or service area? (See Addendum for definitions)

4

Safety w/ turn lanes added, reduced congestion

10 Points - Highly significant importance, with substantial impact on all 3 factors.

8 Points - Considerably significant importance, with substantial impact on 2 factors, or noticeable impact on all 3 factors.

2

6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors.

4 Points - Minimal importance, with noticeable impact on 1 factor

2 Points - No measurable impact

5) What is the overall economic health of the jurisdiction?

6

10 Points
8 Points
6 Points
4 Points
2 Points

6

6) What matching funds are being committed to the project, expressed as as a percentage of the *TOTAL CONSTRUCTION COST?* Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

1

5 Points - 50% or more
4 Points - 40% to 49.99%
3 Points - 30% to 39.99%
2 Points - 20% to 29.99%
1 Point - 10% to 19.99%

1

7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? *POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.*

5 Points - Complete ban
3 Points - Partial ban
0 Points - No ban of any kind

0

0

8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 16,000 or more
4 Points - 12,000 to 15,999
3 Points - 8,000 to 11,999
2 Points - 4,000 to 7,999
1 Point - 3,999 and under

5

5

9) Does the infrastructure have regional impact? Consider originations and destinations of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

5 Points - Major impact
4 Points -
3 Points - Moderate impact
2 Points -
1 Point - Minimal or no impact

5

Freeway Connection

5

10) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure and provided certification of which fees have been enacted?

5 Points - Two of the above
3 Points - One of the above
0 Points - None of the above

3

3

ADDENDUM TO THE RATING SYSTEM DEFINITIONS/CLARIFICATIONS

Criterion 1 - *ABILITY TO PROCEED*

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project will be considered delinquent when any of the following occurs: 1) A letter is sent from the OPWC to the affected jurisdiction stating that the project has not moved in accordance with the time frame listed on the application (copies are sent to the District); or 2) no time extension has been granted by the OPWC; or 3) A jurisdiction receiving approval for a project subsequently terminates the same after the bid date on the application. The OPWC sends a letter to a jurisdiction which announces that its' project is going to be terminated when the project is sixty (60) days beyond the bid date shown on the original application and a time extension for the project has not previously been requested or has been denied.

2 - *CONDITION*

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health, safety and welfare issues. Condition is rated only on the existing facility being repaired or abandoned. If the existing facility is not being abandoned or repaired, but a new facility is being built, it shall be considered as an expansion project. (Documentation may include ODOT BR-86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included with the original application.)

Definitions:

FAILED CONDITION - Requires complete reconstruction where no part of the existing facility is salvageable. (e.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: no part of the bridge can be salvaged; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non-functioning and replacement parts are unavailable.)

CRITICAL CONDITION - Requires moderate or partial reconstruction to maintain integrity. (e.g. Roads: reconstruction of roadway, curbs can be saved; Bridges: only the substructure can be salvaged with modifications; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

VERY POOR CONDITION - Requires extensive rehabilitation to maintain integrity. (e.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: substructure and superstructure can be salvaged with extensive repairs; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

POOR CONDITION - Requires standard rehabilitation to maintain integrity. (e.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: deck cannot be salvaged, substructure and superstructure need repair; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

MODERATELY POOR CONDITION - Requires minor rehabilitation to maintain integrity. (e.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: deck can be salvaged with repairs and overlay; Hydrants: functional and replacement parts are available.)

MODERATELY FAIR CONDITION - Requires extensive maintenance to maintain integrity. (e.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: deck rehabilitation required, overlay not required.)

FAIR CONDITION - Requires routine maintenance to maintain integrity. (e.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor rehabilitation required.)

GOOD OR BETTER CONDITION - Little or no maintenance required to maintain integrity; Bridges: no work required.

Criterion 4 - *HEALTH, SAFETY & WELFARE*

Definitions:

SAFETY - The design of the project will prevent accidents, promote safer conditions, and eliminate or reduce the danger of risk, liability, or injury.

EXAMPLES: Widening existing roadway lanes to standard lane widths; Adding lanes to a roadway or bridge to increase capacity or alleviate congestion; replacing old or non-functioning hydrants; increasing capacity to a water system, etc.

HEALTH - The design of the project will improve the overall condition of the facility so as to reduce or eliminate disease; or correct concerns regarding the environmental health of the area.

EXAMPLES: Improving or adding storm drainage or sanitary facilities; replacing lead joints in water lines;

WELFARE - The design of the project will promote economic well-being and prosperity.

EXAMPLES: Project has the potential to improve business expansions or opportunities in the area; project will improve the quality of life in the area;

PLEASE NOTE: The examples listed above are NOT a complete list, but only a small sampling of situations that may be relevant to any given project. Each project is looked at on an individual basis to determine if any aspects of this rating category apply, and if so, to what severity level (minor or significant). The severity and extent of the problem, as it relates to Health, Safety and Welfare, MUST be fully detailed by the applicant and apparent to the rating team. The Support Staff will not attempt to determine these issues on its own. Without such detail the jurisdiction should expect a lower rating than the project may deserve.

Criterion 9 - *REGIONAL IMPACT*

Definitions:

MAJOR IMPACT - Roads: major multi-jurisdictional route, primary feed to an interstate, Federal Aid Primary routes; Underground: primary water or sewer main serving and entire system; Hydrants: multi-jurisdictional.

MODERATE IMPACT - Roads: principal thoroughfares, Federal Aid Urban routes; Underground: primary water or sewer main serving only part of a system; Hydrants: all hydrants in a local system serving only one jurisdiction.

MINIMAL/NO IMPACT - Roads: cul-de-sacs, subdivision streets; Underground: individual water or sewer main not part of a large system; Hydrants: only some hydrants in a local system serving only one jurisdiction.